



Fall New Items 2019

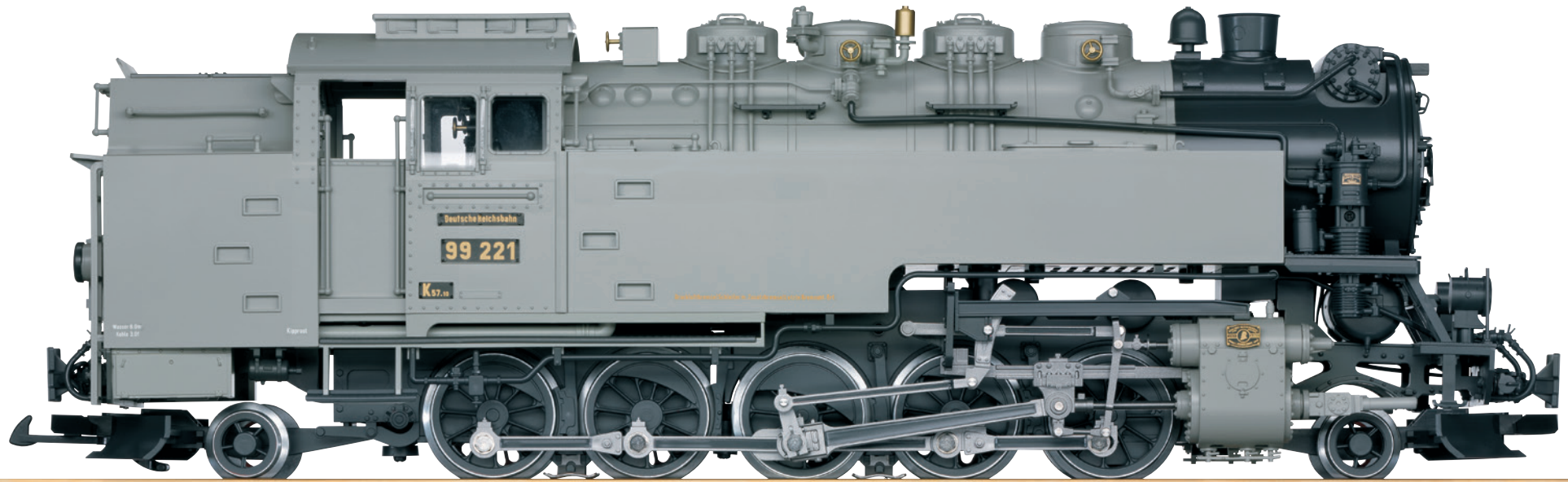
Narrow Gauge Steam Locomotive, Road Number 99 221

At the end of the Twenties, narrow gauge steam locomotives were derived from the standard design principles contained in the standardized DRG purchasing program for standard gauge steam locomotives. In 1930, Schwartzkopff delivered three units with five coupled driving axles as road numbers 99 221-223. They were now the most powerful narrow gauge locomotives on the DRG and it was thus no wonder that the road number 99 221, the first unit built, was duly honored in the photo-gray paint scheme. In 1944, road numbers 99 221 and 223 were drafted for war work in occupied Norway and remained there. Conversely, road number 99 222 is still in daily use on the Harz Narrow Gauge Railways (HSB).

The photo-gray paint scheme was used chiefly for builder's photographs after the first locomotive of a production run was built. The photo-gray paint scheme, consisting of washable lime paint, served to make basically black locomotives better to photograph. For the photographic technology of that time with black and white film or with emulsions on glass plates could still not capture the fine contrasts on a black locomotive.

Using this method, the many lines and pipes as well as appliances on a locomotive's boiler could be made more visible.

Extensive light and sound functions
Running sounds also work in analog operation
Smoke generator with steam exhaust synchronized to the wheels as well as cylinder steam



German State Railroad Company (DRG)



26816 DRG Class 99.22 Steam Locomotive

This is a model of the German State Railroad Company (DRG) narrow gauge steam locomotive, road number 99 221, in the photo gray paint scheme as originally delivered. This is the version with an older design boiler with a feed water heater. The paint and lettering are prototypical for Era II. Two powerful Bühler motors with ball bearings drive all five of the wheel sets. The locomotive has an mfx/DCC decoder with many sound and light functions, such as headlights that change over with the direction of travel, cab lighting, or separately controlled running gear lights. The locomotive has a whistle and bell activated by a reed switch. These sounds will also work in analog operation.

The locomotive has a built-in smoke generator with steam exhaust synchronized to the wheels as well as cylinder steam. The locomotive has many separately applied details including a completely detailed cab as well as doors that can be opened. The dual headlights and the large ventilation installation on the cab roof are correct for the era. Length over the buffers 55 cm / 21-5/8".

To be delivered in the second quarter of 2020.

First time in the DRG photo gray paint scheme



German State Railroad (DR)



49189 DR Roller Car Set

This car set consists of two DR type Rf4 roller cars as was used on many narrow gauge lines in Saxony. The paint scheme and lettering are prototypical for Era III. The center part of the car floor is constructed of die-cast metal so that the car has sufficient weight to run well on track when the car is not loaded. The chock block restraints can be swung and are adjustable. Even standard LGB cars with a gauge of 45 mm / 1-3/4" can be loaded on this car by means of the restraint blocks included with this car set. The roller cars are prototypically coupled to each other and to a

locomotive or another car with a standard LGB coupler by means of the coupler drawbars included with this set. The cars have metal wheel sets. Length of a car 34 cm / 13-3/8".

New car numbers and a different base station than item number 49180.

*Center parts constructed of die-cast metal
Rides well on the rails
Movable chock block restraints*



Preßnitz Valley Railroad



32355 Type KS4 Observation Car

This is a model of a Preßnitz Valley Railroad type KS4 open observation car as it currently looks in operation. The paint and lettering are prototypical for Era VI. The car is finely detailed and has prototypical interior details including a bar. The car also has metal wheelsets. Length over the buffers 58 cm / 22-13/16".

Special model for Pentecost in 2019 on the Preßnitz Valley Railroad in Jöhstadt.

This observation car goes ideally with the entire LGB assortment related to the Preßnitz Valley Railroad.

*As beautiful as the original on the
Preßnitz Valley Railroad*

- Prototypical interior details including a bar.



Unfold and Discover



Saxon Oberlausitz Railroad Company (SOEG)



23592 SOEG Köf Diesel Locomotive, Road No. 6001

This is a model of the SOEG Köf diesel locomotive, road number 6001, used on the Zittau Narrow Gauge Railroad. It is prototypically painted and lettered for Era VI and is prototypically weathered. All of the wheelsets are driven by a powerful Bühler motor. Traction tires. The locomotive has an mfx/DCC sound decoder with many light and sound functions. The cab doors can be opened. Length over the buffers 29 cm / 11-7/16".

Running sounds also work in analog operation.

Prototypically weathered



Locomotive engineer included



Unfold and Discover



Class HG 4/4 Cog Wheel Steam Locomotive, Road Number 704 and 701



SLM (Swiss Locomotive and Machinery Company Winterthur) initially delivered five locomotives with four coupled axles in 1924 for operation on the cogwheel line Krong Pha (later Song Pha) – Da Lat, the railroad company Compagnie Générale de Colonies Paris in Indochina, presently Vietnam. These were the class HG 4/4, with road numbers 701-705. In 1929, the Esslingen Machinery Company built two locomotives with road numbers 706 and 707 as

repairs due because Germany lost World War I. They were done from SLM plans. In 1930, came two more units from SLM with the road numbers 708 and 709. After World War II, not all nine cogwheel locomotives were still in existence and starting in 1947 the remaining units ran as road numbers VHX-40.302, 303, 304, 306, and 308 on the South Vietnamese State Railroad. Road numbers 304, 306, and 308 survived the Vietnam War in more or less operational condition

and the last runs took place in 1975. As part of the reactivation of the Furka Mountain Line, the two class HG 4/4 units, road numbers 40.304 (former 704) and 40.308 (former 708), were brought back to Switzerland in addition to four former class HG 3/4 units of the Furka Oberalp Railroad (FO). This was done in 1990 by the association "Furka Mountain Line Steam Railroad" (DFB) in an unprecedented promotion "Back to Switzerland". The rest of former road number

706 such as the frame with the wheelsets and the cogwheel drive with the cylinder blocks did not reach Switzerland until 1998 and then as a source of spare parts. Starting in 2006, the faithful restoration finally began of the two class HG 4/4 units, road numbers 704 and 708. This was done by qualified technical specialists at the DFB shops in Chur. The worn out frames had to be rebuilt utilizing still usable parts, which were finally available at the end of 2011.

During the restoration, preference was given to road number 704 with the installation of the cylinder blocks as well as the new draft gear and buffer equipment (MGB/RhB norms), whereby the left high-pressure cylinder as well as the cylinder and slide valve cover had to be cast again. At the same time, the old riveted boiler was repaired extensively, while several parts had to be replaced on the firebox. The DFB shops in Uzwil, newly acquired in 2013, produced

a new copper firebox as well as a new smoke box with a smoke box tube wall. The vapor collection box, backpressure brake housing, water tanks, cab, coalbunker, and most of the appliances were also newly built parts. Starting in July of 2018, work had progressed to the point that the first test and operation runs were done. Since the class HG 4/4 had never been used in Switzerland, first approval was required with the drafting of extensive calculations and safety

verification. Finally, on October 16 came successful approval by the Federal Transportation Department (BAV) and on December 17, 2018 the DFB was able to receive final, unlimited operating approval from the BAV. The official maiden run took place on June 25, 2019 and it has enriched the DFB motive power since then. In the meantime, intensive work is being done in Uzwil on the sibling locomotive, road number 708, so that it can also be put into operation as soon as possible.



Era VI Class HG 4/4 Cog Wheel Steam Locomotive

This is a model of the class HG 4/4 cogwheel steam locomotive, road number 704, of the DFB (Furka Mountain Line Steam Railroad). It is a finely detailed model with heavy metal construction including many separately applied details. All driving wheelsets are driven via side rods by a powerful motor. Genuine cogwheel operation with the LGB 10210 cogwheel rack is possible. The doors to the cab and the smoke box door can be opened. The paint scheme and lettering are prototypical for Era VI, or as the locomotive looks today. The locomotive is equipped with an mfx/DCC decoder with many light and sound functions such as headlights, cab lighting, running sounds, whistle sound activated by a reed switch, and much more. The running sounds will also work in analog operation. The locomotive has a built-in smoke generator with steam exhaust synchronized to the wheels as well as cylinder steam, steam at the exhaust for the vacuum brakes, and steam exhaust at the whistle when the latter is activated. Length over the buffers 40 cm / 15-3/4".

- The total quantity – together with item number 26271 – is limited worldwide to 399 pieces.

DFB cars to go with this locomotive will be available later.



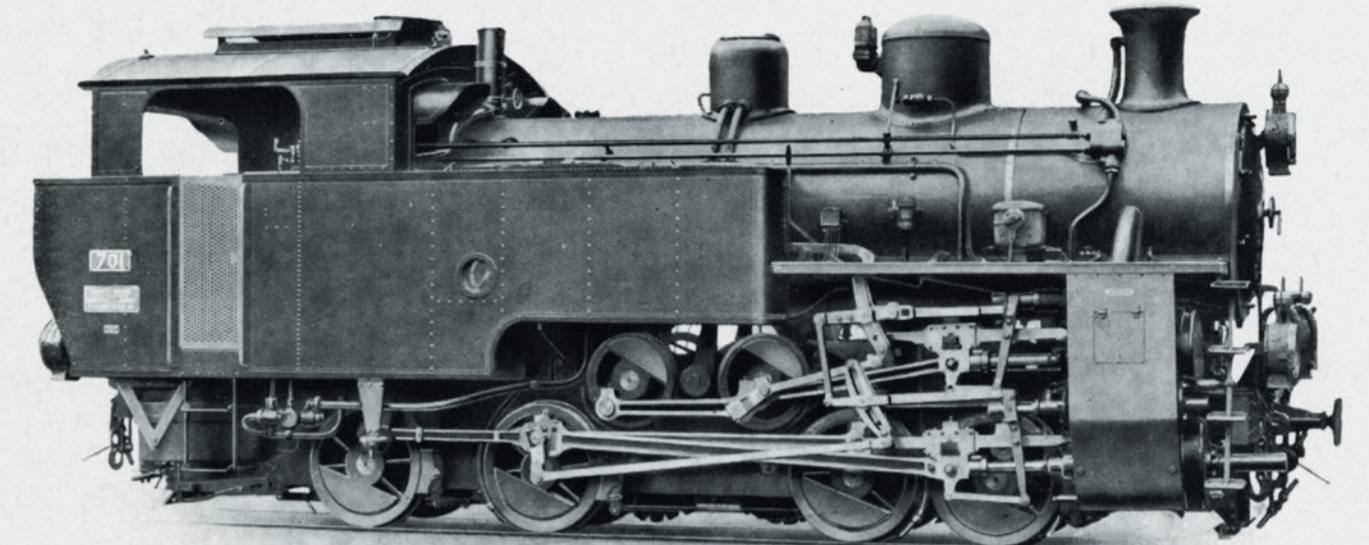
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Era II Class HG 4/4 Cog Wheel Steam Locomotive

This is a model of the class HG 4/4 cogwheel steam locomotive, road number 701, as originally delivered by SLM Winterthur. It is a finely detailed model with heavy metal construction including many separately applied details. All driving wheelsets are driven via side rods by a powerful motor. Genuine cogwheel operation with the LGB 10210 cogwheel rack is possible. The doors to the cab and the smoke box door can be opened. The paint scheme and lettering are prototypical for Era II, or as originally delivered. The locomotive is equipped with an mfx/DCC decoder with many light and sound functions such as headlights, cab lighting, running sounds, whistle sound activated by a reed switch, and much more. The running sounds will also work in analog operation. The locomotive has a built-in smoke generator with steam exhaust synchronized to the wheels as well as cylinder steam, steam at the exhaust for the vacuum brakes, and steam exhaust at the whistle when the latter is activated. Length over the buffers 40 cm / 15-3/4".

- The total quantity – together with item number 26270 – is limited worldwide to 399 pieces.



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Many prototypical details realized:

- Automatic connection to cogwheel drive during operation on the cogwheel rack
- Inside running gear can be switched digitally for example during operation on a roller test stand
- Sound varies during operation on the cogwheel rack or on the rails
- Cogwheel running gear turns at double the speed in the opposite direction to the adhesion running gear – with appropriate operating sounds
- Movable signal display for cogwheel rack operation
- Minimum radius R1 (600 mm / 23-5/8") is possible without the cogwheel rack



Constructed with a high level of precision: feed water valve and generator



Synchronized with the wheels: Drive rod on the driving wheel

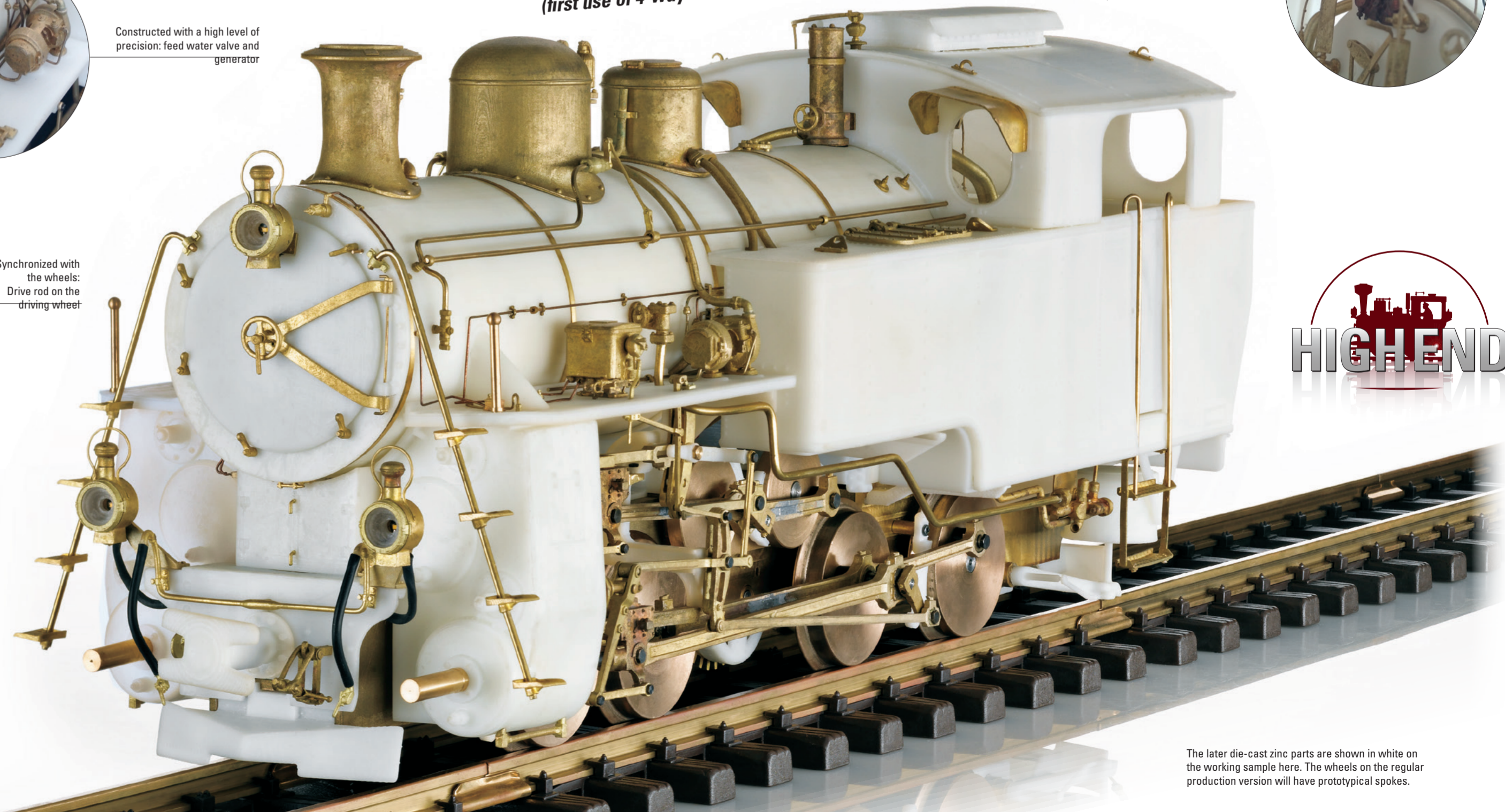
*Running sounds also work in analog operation
Steam exhaust at the vacuum brakes and whistle as well as cylinder steam and steam exhaust synchronized to the wheels
(first use of 4-way smoke units at the Märklin Company)*

Realized with a high level of detailing: the firebox wall in the cab



Important to know:

- **Sturdy construction:** Frame, boiler, and cab constructed of high-quality die-cast zinc in consistent regular production quality
 - brings superb pulling power to the rails
 - provides a high level of precision in the propulsion
- **Intricate brass separately applied parts**
 - for a high level of realistic detail



The later die-cast zinc parts are shown in white on the working sample here. The wheels on the regular production version will have prototypical spokes.



Rhaetian Railroad (RhB)

V VI   15+

40818 RhB Type Xk Railroad Maintenance Car

This is a model of a Rhaetian Railroad type Xk two-axle railroad maintenance car, converted from a type Gbk-v boxcar. The paint and lettering are prototypical for Eras V and VI, and the car is prototypically weathered. The car has many separately applied details and side sliding doors that can be opened.

Length over the buffers 39 cm / 15-3/8".

New car number



Operations weathering and
prototypical latch included



IV 15+

40084 RhB Boxcar

This is a model of an RhB type Gak-v boxcar. The paint and lettering are prototypical for Era IV, and the car is prototypically weathered. This is the version with silver sliding doors that can be opened. The car also has metal wheelsets. Length over the buffers 62 cm / 24-3/8".



New car number

Extensively weathered following the prototype and a treat for any garden railroad



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A current explanation of the pictograms can be found on the Internet at www.lgb.de or in the current LGB main catalog.

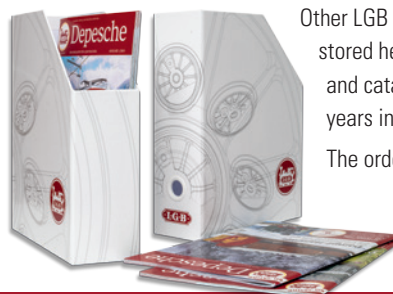


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